



3rd December 2018

Australian Pork Limited
ABN 83 092 783 278

PO Box 4746
Kingston ACT 2604

P 02 6285 2200
F 02 6285 2288

www.australianpork.com.au

State Planning Commission
Government of South Australia
PO Box 1815
Adelaide SA 5001

Via email: DPTI.PlanningEngagement@sa.gov.au

Dear Sir/Madam

Submission on *Integrated Movement Systems Policy Discussion Paper*

Australian Pork Limited (APL) welcomes the opportunity to make a submission to the *Integrated Movement Systems Policy Discussion Paper* (the discussion paper). APL recognises that effective transport via public road networks is a crucial element of the pork supply chain and appreciates the need to align South Australia's growth with efficient transport infrastructure. This submission has been prepared in consultation with Pork SA, the peak industry body representing pork producers of South Australia.

APL is the peak national representative body for Australian pork producers. It is a producer-owned company combining marketing, export development, research and innovation and strategic policy development to assist in securing a profitable and sustainable future for the Australian pork industry. The pork industry employs more than 36,000 people nationally and contributes \$5.2 billion in gross domestic product. In 2015-16, pork production contributed around \$385 million (value-added) to the South Australian economy and supported 2,485 full-time jobs generating \$188 million in household incomes.

APL has recently participated in South Australia's planning reforms process by providing submissions to the following discussion papers:

- South Australia's Planning and Design Code – How Will It Work?¹
- Assessment Pathways: How will they work?² and
- The Draft State Planning Policies (SPPs) for South Australia.³

Please refer to these submissions for APL's detailed, and generally positive comments and recommendations on the proposed reforms to date. APL also made a submission to the National Transport Commission on the *Effluent and load restraint Discussion Paper*.⁴ This submission outlines livestock transport issues that directly affect the pork industry.

¹ http://australianpork.com.au/wp-content/uploads/2018/07/APL_ltr_SA_Planning-and-Design-Code_Technical-Discussion-Paper_20180723_....pdf

² http://australianpork.com.au/wp-content/uploads/2013/11/APL_SA-Assessment-Pathways-How-will-they-work-Technical-Discussion-Paper_151018_FINAL.pdf

³ http://australianpork.com.au/wp-content/uploads/2013/11/APL_Submission-to-Draft-State-Planning-Policies-for-South-Australia_14092018_FINAL.pdf

⁴ http://australianpork.com.au/wp-content/uploads/2018/07/APL_ltr_National-Transport-Commission_-_Effluent-and-Load-Restraint-Discussion-Paper_20180712_FINAL.pdf

Transport throughout the pork supply chain

Pork production predominantly exists in the grain growing regions of South Australia where access to feed mills, processing facilities and transport provides efficient supply chain links to markets. South Australia's pork producers supply livestock primarily to the state's two large export-certified abattoirs but also to smaller domestic processors. A medium to large pork producer with a few thousand sows is likely to have heavy vehicles coming and going from their property daily transporting feed to farm and livestock to processors. Pork products are then transported to retailers and other domestic and export markets.

Planning for Integrated Movement Systems

APL appreciates the need to align South Australia's growth with transport infrastructure whilst managing interfaces between transport systems and surrounding land uses. APL supports an integrated movement systems approach and makes the following comments on the key themes identified in the discussion paper.

Theme 1: Aligning South Australia's growth with transport infrastructure

APL agrees that the design and location of transport infrastructure can be a key driver for growth. Planning for effective and sustainable transport corridors from rural to urban areas is therefore necessary to support economic growth in both rural and urban communities.

Maintenance and planning of effective interstate transport corridors to enable transport of feed grain and pork products from South Australia to the eastern states is another important consideration.

APL notes planning considerations for new transport corridors in rural areas include minimising encroachment on important agricultural land, and minimising amenity and noise impacts on surrounding communities.

Theme 2: Capitalising on strategic transport infrastructure

APL agrees that planning policy must protect important transport corridors and facilities (such as air and sea ports) from incompatible development to facilitate continued growth of the industries that rely on them, such as the pork industry. We recognise the need to manage the environment and the interfaces between transport infrastructure and surrounding land uses and communities.

In summary

APL supports an Integrated Movement Systems approach for South Australia's planning system. As an industry that relies on efficient road transport corridors and facilities for access to markets, APL recognises the importance of protecting important existing infrastructure whilst planning strategically for growth in industries and communities into the future.

APL would appreciate the opportunity to be involved in further consultation and would be happy to discuss any of the comments provided in this submission. If you require further information or have any questions, please contact Grantley Butterfield, Policy Manager – Planning & Environment on 02 6270 8820 or grantley.butterfield@australianpork.com.au.

Yours sincerely



Andrew Robertson
Acting General Manager, Policy

cc: Mark McLean – chair@porksa.com.au

Andy Pointon – enquiries@porksa.com.au